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⑤④ **Improvements relating to sliding caliper disc brakes.**

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⑤② References cited:
DE-A-2 849 952
FR-A-2 117 636
FR-A-2 221 028
FR-A-2 321 072
GB-A-1 271 609
GB-A-1 524 387
US-A-4 144 952

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Description

The present invention relates to a pin sliding caliper disc brake for use in motor vehicles.

In known pin sliding caliper disc brakes, the brake comprises a torque taking member and a caliper member, the caliper member and torque taking member being slidably interconnected by at least one pin so that movement of the caliper member relative to the torque taking member can apply friction pad assemblies to opposite sides of a rotating disc. Certain such brakes provide two pins fixed on the caliper member, the pins engaging in respective bores in the torque taking member. To facilitate efficient sliding operation of the brake, the torque taking member should be made of a corrosion resistant material so that the bores within which the pins engage, are not affected by weathering. It is however expensive to manufacture the torque taking member from a corrosion resistant material especially if the torque taking member is part of a stub axle assembly.

It is also necessary in pin sliding disc brakes, to make sure that the friction pad assemblies are freely slidable supported. This is preferably facilitated by the use of corrosion resistant material for the pad guides. However, as the pad guides are usually formed integrally with the caliper and/or torque taking member, such a construction is clearly expensive.

Constructions described in British Patent Specification No. 1271609 and German Offenlegungsschrift No. 2849952 are representative of attempts to guide the caliper member as well as the friction pad assemblies by an assembly located between the two, whereby only a relatively small non-corrosion resistant part or assembly could be utilised.

In British Patent Specification No. 1271609 a cylindrical sleeve grips the torque taking member by means of interengaging transverse slots in the sleeve, and projections and grooves on the torque taking member, a pin passing through the sleeve providing a support surface for the caliper member to slide upon. This surface is however exposed to the weather. The friction pad assemblies are supported on the sleeve. Bushes located in the sleeve assist in damping vibrations experienced by both pads and caliper member. However, the sleeve/pin member assembly, is quite complex with its various slots and is not designed to take the majority of the drag forces from the friction pad assemblies, the bulk of the drag being taken through the caliper member of the torque taking member via the interface therebetween. Thus due to this interface the caliper and torque taking member should be both of corrosion resistant material to facilitate sliding therebetween. However, such a construction is again expensive.

In German Offenlegungsschrift No. 2849952, a single pin screwed into the torque taking member provides a sliding surface at one end to support the caliper member, and a surface at the other end for supporting the friction pad assemblies.

This construction has the disadvantage that the sliding surface for the caliper member is exposed to weathering, but it is conceivable that this construction could be used with a pin made of a corrosion resistant material. However a disadvantage arises in the fact that guide pins in brakes are usually made of a metal having a certain natural resiliency whereas corrosion resistant metals are usually harder than normal steels, and the use of such harder corrosion-resistant metals could lead to the pin being less reliable in use and more susceptible to failure under any shock loads which may be experienced during operation of the brake. If the pin were alternatively made of a plastics material, thus being inherently non-corrosive, there is the further disadvantage that the caliper supporting portions may fracture in the event of any spurious shock loads transferred through the caliper.

French Patent Specification No. 2 321 072 discloses a disc brake wherein the torque member has two projections upon which one of the friction pad assemblies is supported and through which elongate pins are axially slidable, said pins being secured to the caliper. These projections are integrally formed with the remainder of the torque plate and whilst they could be severed i.e. separated, from the remainder of the torque plate, they could not be replaced. Thus if the projections are made of expensive corrosion resistant material, then the remainder of the torque plate must also be made of expensive corrosion resistant material.

In U.S. Patent Specification No. 4 144 952 a pair of pins are connected to the caliper, the pins being axially slidably located in cylindrical sleeves or guides fixedly located in cylindrical bores in the torque taking member. One of the friction pads is carried directly by the pins whilst the other is supported on the torque taking member. Thus, to facilitate the required sliding operation it is necessary for the pins and sleeves to be made of a corrosion resistant material. Expense is of course a consideration.

An aim of the present invention is therefore to provide a disc brake wherein the brake is relatively cheap to manufacture whilst it is possible for the pin and pad guides to be of a requisite corrosion-resistant material.

According to the present invention there is provided a disc brake comprising a torque taking member, a caliper member, and a friction pad assembly, the caliper member being slidable relative to the torque taking member by means of at least one pin connection, each pin connection having a pin secured to the caliper member and axially slidably engaged in a bore in a pin guide which is secured to the torque taking member, the pin guide is an elongate member made of a corrosion resistant material which is detachably secured to the torque taking member and provides a support surface for said friction pad assembly, characterised in that said pin guide is secured in a groove having a wall which circumscribes an arc greater than that of a semi-circle and

being of a diameter corresponding to the external diameter of the pin guide, whereby said pads assemblies being at all times in direct engagement with the support surface of said pin guide so that the exposed external surface of the pin guide acts as the support surface for the friction pad assemblies.

In one embodiment of the present invention the disc brake utilises two spaced apart pins to provide the sliding connection between the caliper member and the torque taking member, the pins being secured to the caliper member.

Preferably a shoulder is provided at one end of each pin guide, this shoulder together with a circlip at the other end of the pin guide preventing the pin guide from being axially displaced from its groove in the caliper member.

Thus it will be appreciated that only the pin guides need to be manufactured from a corrosion-resistant material to facilitate smooth sliding at all times, the remainder of the caliper member being constructed to any other suitable, cheaper material.

The external surfaces of the pin guides support and act as guide surfaces for the friction pad assemblies of the brake, the corrosion-resistant nature of the pin guide material providing also for an efficient pad guide. Thus, if the pad guides are overloaded or simply wear, it is a simple matter to replace the pin guides i.e. pad guides, without having to replace the complete torque taking member which might mean the replacement of the complete stub axle assembly.

Further, the pin guides external configuration may be varied. For example, the external surface of a cylindrical pin guide may have reduced diameter portions to facilitate the removal of friction pad assemblies from the brake and/or to cater for a later disc.

Thus the present invention provides a cheap method of providing suitable pin guiding surfaces in a sliding caliper disc brake, the pin guides additionally providing suitable pad supporting and guiding surfaces.

The present invention will now be further described, by way of example, with reference to the accompanying drawings, in which:—

Fig. 1 shows one embodiment of a disc brake constructed according to the present invention;

Fig. 2 is a partially cutaway side view of part of the disc brake of Fig. 1;

Fig. 3 is a cross-sectional view of the lower part of the brake as shown in Fig. 2;

Fig. 4 is a partially cutaway side view of another embodiment of the present invention; and

Fig. 5 is a partially cutaway plan view of the brake 4.

One embodiment of a disc brake constructed according to the present invention is illustrated in Figs. 1 to 3. The brake basically comprises a caliper member 1 and a torque taking member 2, the arms 3 of the torque taking member being an integral part of stub axle assembly 4.

As can best be seen from Fig. 3, the caliper member 1 is connected to the arms 3 of the

torque taking member 2 by two sliding pin connections generally designated 5. Each sliding pin connection 5 comprises an elongate pin member 6 which has a uniform dimension for the majority of its length and is enlarged at one end 7, the enlarged end 7 incorporating an axially extending bore (not shown) into which a bolt 8 is screwed to thus secure the pin member 6 to the caliper member 1. The pin member 6 slidably engages in a complementary blind bore 8 in a cylindrical pin guide 9 which is secured in a groove 10 in an arm 3 of the torque taking member. The groove 10, in transverse cross-section, circumscribes an arc greater than that of a semicircle and hence the pin guide 9 which is of substantially complementary diameter to that of the groove, can be axially slid into the groove but cannot fall out of the open part of the groove wall. To axially retain the pin guide 9 in groove 10, the open end of the guide is provided with an enlarged diameter shoulder 11 and a circlip 12 is engaged on the other end of the pin guide 9 once the guide has been engaged in groove 10. In use a rubber boot 13 interconnects shoulder 11 and enlarged end 7 of pin member 6 so that the sliding surface of the pin member 6 is protected from the weather.

Thus the cylindrical pin guide 9 can be made of a relatively expensive corrosion-resistant material whilst the remainder of the torque taking member and stub axle assembly can be made of any suitable cheaper material. Further, in the event of wear, the pin guides 9 can be replaced rather than having to replace the whole stub axle assembly.

In the embodiment of Figs. 1 to 3, as best seen in Figs. 2 and 3, the pin guides 9 also act as supports for friction pad assemblies 14 and 15, the backing plates of each assembly engaging on the part of the cylindrical pin guides 9 projecting from the grooves 10. Thus, in the case of overload damaging these pad guides i.e. pin guides 9, or in the case of wear, the cylindrical pin guides can be relatively cheaply replaced, it being necessary for the pad guides to also be corrosion-resistant to ensure continued smooth operation.

The embodiment of the present invention illustrated in Figs. 4 and 5 is similar to that of Figs. 1 to 3 and the same reference numerals are therefore used in Figs. 4 and 5 to identify parts equivalent to those of Figs. 1 to 3.

The difference between the embodiment of Figs. 4 and 5, and the embodiment of Figs. 1 to 3 lies in the design of the pin guides 9'.

The pin guides 9' are simply supported in grooves in the torque taking member and are secured against axial movement by one end of each pin guide 9' being screwed into a threaded aperture 16 provided in an ear 17 which projects from an arm 3 of the torque taking member 2. Otherwise the pin connections 5 operate as per Figs. 1 to 3.

Also, as in the embodiment of Figs. 1 to 3, the pin guides 9' act as supports and guides for friction pad assemblies 14 and 15 and an annular groove 18 is provided in the external surface of the pad guides i.e. pin guides 9', to facilitate

removal of friction pad assembly 15, groove 18 being provided towards the actuator/caliper end of the pin guide 9' and enabling the side edge of backing plate 15' to pass therethrough. The side edge of backing plate 14' can be disengaged from guide 9' by axial movement of pad assembly 14 relative to guide 9'. A wide groove 19 in the external surface of the pin guides 9' allows a larger than normal disc to be utilised with the brake.

Whilst the above two embodiments utilise basically cylindrical pin guides 9, 9' it will be appreciated that the pin member 6 may have any desired transverse cross-section provided it mates in a suitable bore in a pin guide, and can, for example, be conveniently manufactured from stock hollow bar suitably machined and plugged.

A further alternative is that the pin 6 need not be a two-part construction but may be secured directly to the caliper member by, for example, a threaded connection.

The main criterion of the present invention is that relatively expensive corrosion resistant materials may be used solely for the pin guides which also can act as pad guides, so that the overall cost of the brake is not too adversely affected. Furthermore since the pad/pin guide is supported over substantially all of its bearing length by the torque taking member it is envisaged that the pad/pin guides could advantageously be manufactured from a suitable plastics material.

Claims

1. A disc brake comprising a torque taking member (4), a caliper member (1), and a friction pad assembly (14, 15), the caliper member (1) being slidable relative to the torque taking member (4) by means of at least one pin connection (5), each pin connection (5) having a pin (6) secured to the caliper member (1) and axially slidably engaged in a bore (8) in a pin guide (9, 9') which is secured to the torque taking member (4), the pin guide (9, 9') is an elongate member made of a corrosion resistant material which is detachably secured to the torque taking member (4) and provides a support surface for said friction pad assembly, characterised in that said pin guide (9) is secured in a groove (10) having a wall which circumscribes an arc greater than that of a semi-circle and being of a diameter corresponding to the external diameter of the pin guide (9), whereby said pad assemblies (14, 15) being at all times in direct engagement with the support surface of said pin guide (9) so that the exposed external surface of the pin guide (9) acts as the support surface for the friction pad assemblies (14, 15).

2. A disc brake according to claim 1, in which a shoulder (11) is provided at one end of the pin guide (9) and a circlip (12) at the other end, to prevent the pin guide (9) from being axially displaced from the groove (10).

3. A disc brake according to claim 1, in which

the pin guide (9') is provided with a screw thread and is screwed into a threaded aperture (16) in one of said members (4), the exposed external surface of the pin guide (9') forming the friction pad support surface and the bore (8) in the pin guide (9'), slidably receiving a pin (6) secured to the other of said members (1).

4. A disc brake according to any one of the preceding claims, in which the pin guide (9, 9') is elongate and has reduced transverse dimension regions (19) to facilitate the removal of friction pad assemblies (14, 15; 14', 15') from the brake and/or to cater for a larger disc.

5. A disc brake according to any one of the preceding claims, in which the pin guide (9, 9') has a blind bore (8) for slidably receiving the pin (6).

6. A disc brake according to any one of the preceding claims, in which the or each pin guide (9, 9') is secured to the torque taking member (4).

Patentansprüche

1. Scheibenbremse mit einem Bremsträger (4), einem Sattel (1) und einer Bremsbacke (14, 15), bei welcher der Sattel (1) in bezug auf den Bremsträger (4) mittels wenigstens einer Bolzenverbindung (5) verschiebbar ist, wobei jede Bolzenverbindung (5) einen Bolzen (6) hat, der am Sattel (1) befestigt und in einer Bohrung (8) in einer Bolzenführung (9, 9') axial verschiebbar angeordnet ist, die am Bremsträger (4) befestigt und ein aus einem korrosionsbeständigen Werkstoff hergestelltes Bauteil von überwiegender Längserstreckung ist, das am Bremsträger (4) lösbar befestigt ist und eine Stützfläche für die genannte Bremsbacke bildet, dadurch gekennzeichnet, daß die Bolzenführung (9) in einer Nut (10) befestigt ist, die eine Wand hat, welche einen Bogen größer als der eines Halbkreises umschreibt und von einem Durchmesser ist, der dem Außendurchmesser der Bolzenführung (9) entspricht, derart, daß die Bremsbacken (14, 15) jederzeit an der Stützfläche der Bolzenführung (9) direkt so anliegen, daß die freiliegende Außenfläche der Bolzenführung (9) als die Stützfläche für die Bremsbacken (14, 15) wirkt.

2. Scheibenbremse nach Anspruch 1, bei welcher an einem Ende der Bolzenführung (9) eine Schulter (11) und am anderen Ende ein Sprengring (12) vorgesehen ist, die ein axiales Fortbewegen der Bolzenführung (9) von der Nut (10) weg verhindern.

3. Scheibenbremse nach Anspruch 1, bei welcher die Bolzenführung (9') mit einem Gewinde versehen und in ein Gewindeloch (16) in einem der Bauteile (4) eingeschraubt ist, wobei die freiliegende Außenfläche der Bolzenführung (9') die Reibbelag-Stützfläche bildet und in der Bohrung (8) in der Bolzenführung (9') ein am anderen Bauteil (1) befestigter Bolzen (6) verschiebbar angeordnet ist.

4. Scheibenbremse nach einem der vorhergehenden Ansprüche, bei welcher die Bolzenführung (9, 9') von überwiegender Längserstreckung

ist und Abschnitte (19) von verkleinerten Querabmessungen aufweist, die das Ausbauen von Bremsbacken (14, 15; 14', 15') aus der Bremse und/oder die Verwendung einer größeren Brems-scheibe ermöglichen.

5. Scheibenbremse nach einem der vorherge-henden Ansprüche, bei welcher die Bolzenführug (9, 9') zur verschieblichen Aufnahme des Bolzens (6) eine Sackbohrung (8) aufweist.

6. Scheibenbremse nach einem der vorherge-henden Ansprüche, bei welcher die oder jede Bolzenführung (9, 9') am Bremsträger (4) befe-stigt ist.

Revendications

1. Frein à disque comprenant un organe sup-portant le couple (4), un organe servant d'étrier ou pince (1) et un ensemble de garnitures de friction (14, 15), la pince (1) pouvant coulisser par rapport à l'organe (4) supportant le couple au moyen d'au moins une liaison à broche (5), chaque liaison à broche (5) comportant une broche (6) fixée à la pince (1) et s'engageant avec coulissement dans le sens axial dans un perçage (8) ménagé dans un guide de broche (9, 9') qui est fixé à l'organe (4) supportant le couple, le guide de broche (9, 9') étant un organe de forme allongée, fait en matériau résistant à la corrosion, qui est fixé avec possibilité de détachement à l'organe (4) supportant le couple et fournit une surface support pour ledit ensemble de garnitures de friction, caractérisé en ce que ledit guide de broche (9) est fixé dans une rainure (10) compor-tant une paroi qui circonscrit un arc supérieur à celui d'un demi-cercle et a un diamètre corres-pondant au diamètre externe du guide de broche

(9), ce qui fait que lesdits ensembles de garnitures (14, 15) sont à tout moment au contact direct avec la surface support dudit guide de broche (9), de sorte que la surface externe non couverte du guide de broche (9) sert de surface support pour les ensembles de garniture de friction (14, 15).

2. Frein à disque selon la revendication 1, dans lequel un épaulement (11) est prévu à une extré-mité du guide de broche (9) et un jonc (12) à l'autre extrémité, pour empêcher le guide de broche (9) d'être déplacé axialement hors de la rainure (10).

3. Frein à disque selon la revendication 1, dans lequel le guide de broche (9') est pourvu d'un pas de vis et est vissé dans une ouverture filetée (16) ménagée dans l'un desdits organes (4), la surface externe non couverte du guide de broche (9') formant la surface support de garniture de friction et le perçage (8) dans le guide de broche (9') recevant à coulissement une broche (6) fixée à l'autre desdits organes (1).

4. Frein à disque selon l'une quelconque des revendications précédentes, dans lequel le guide de broche (9, 9') a une forme allongée et présente des régions à dimension transversale réduite (19) pour faciliter l'enlèvement des ensembles de garnitures de friction (14, 15; 14', 15'), hors du frein et/ou pouvoir monter un disque plus grand.

5. Frein à disque selon l'une quelconque des revendications précédentes, dans lequel le guide de broche (9, 9') présente un perçage borgne (8) pour recevoir la broche (6) avec coulissement.

6. Frein à disque selon l'une quelconque des revendications précédentes, dans lequel le ou chaque guide de broche (9, 9') est fixé à l'organe (4) supportant le couple.

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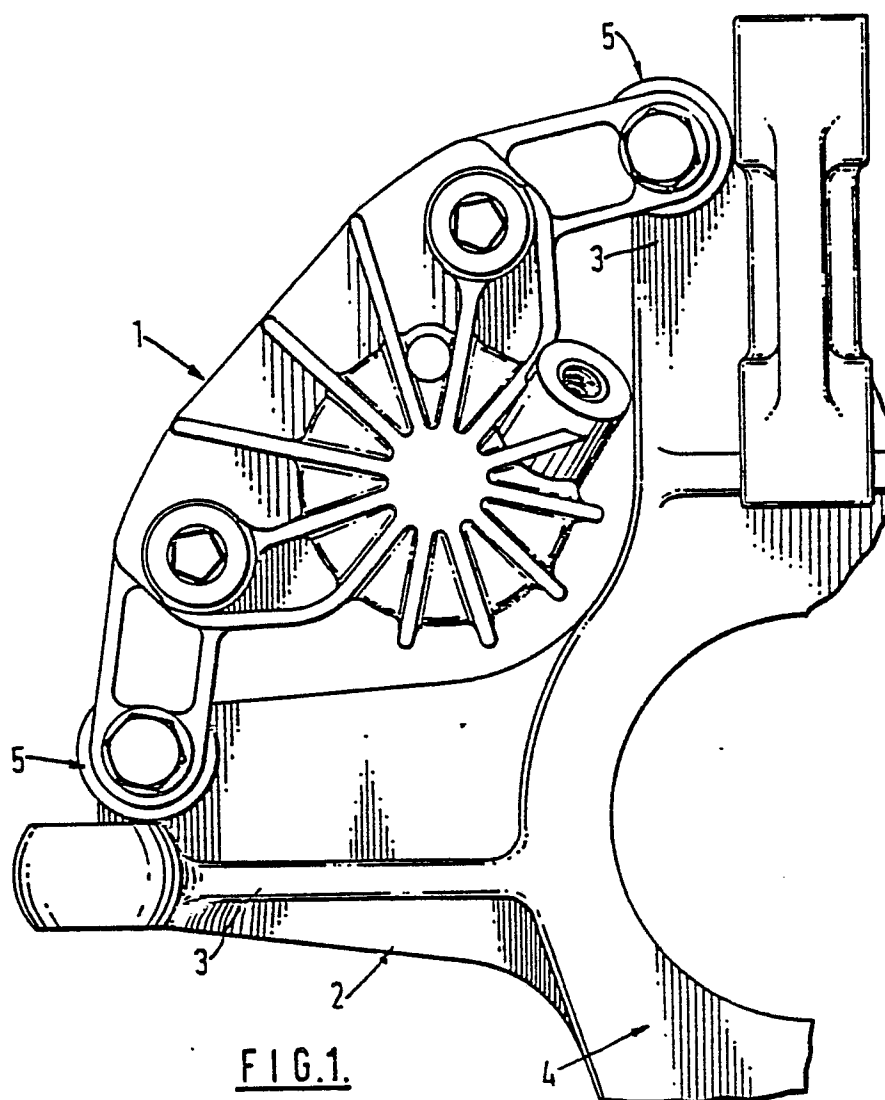
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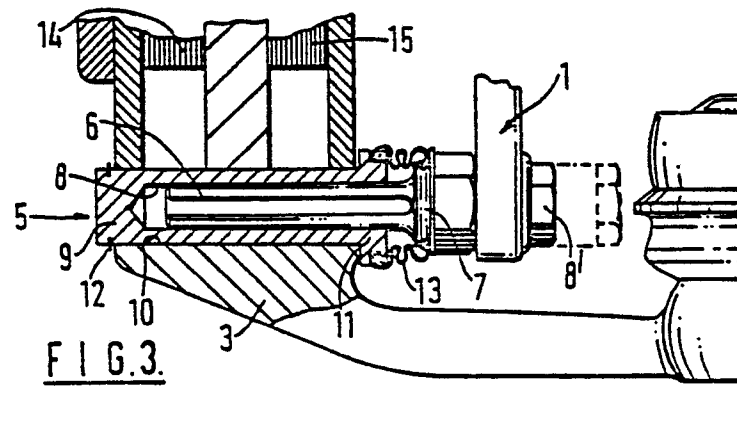
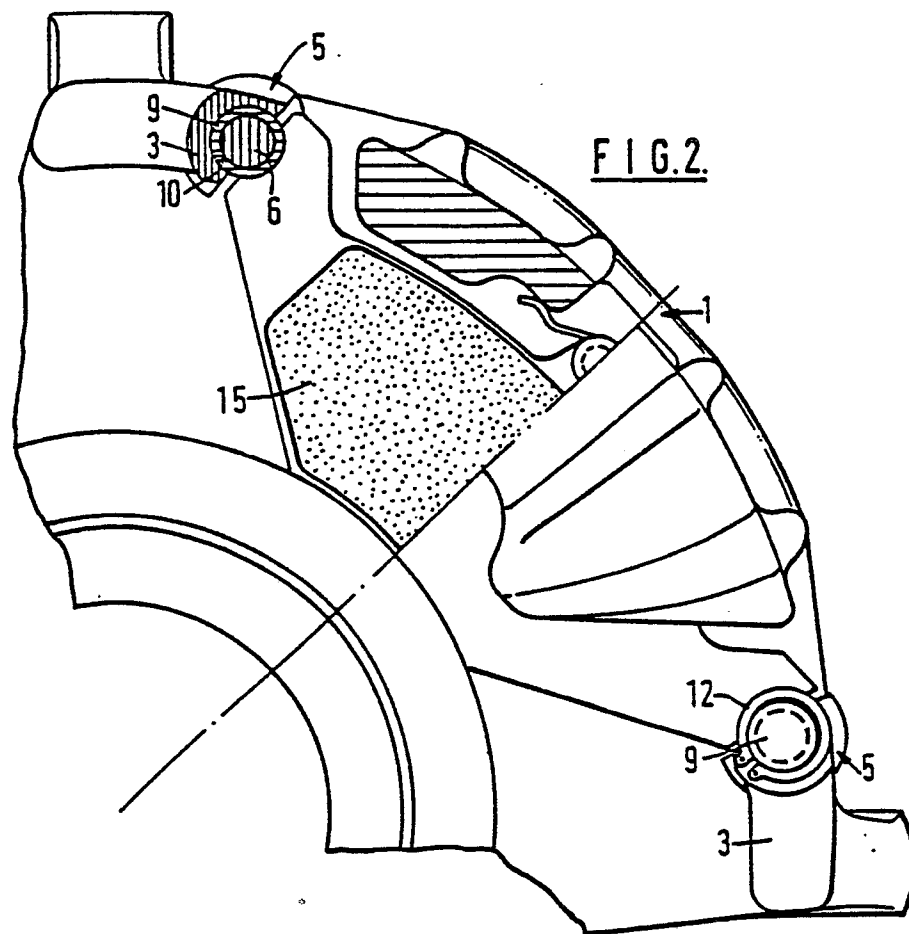
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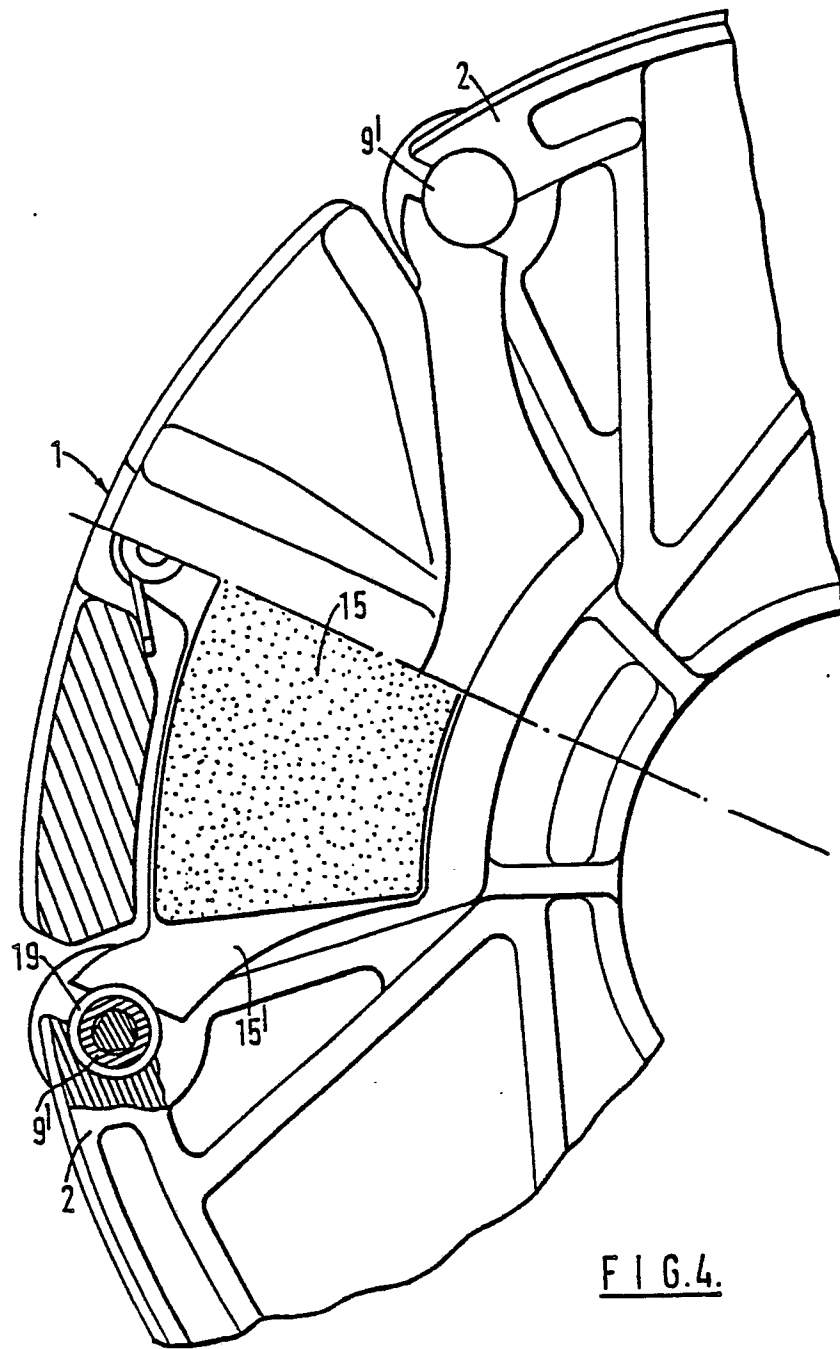
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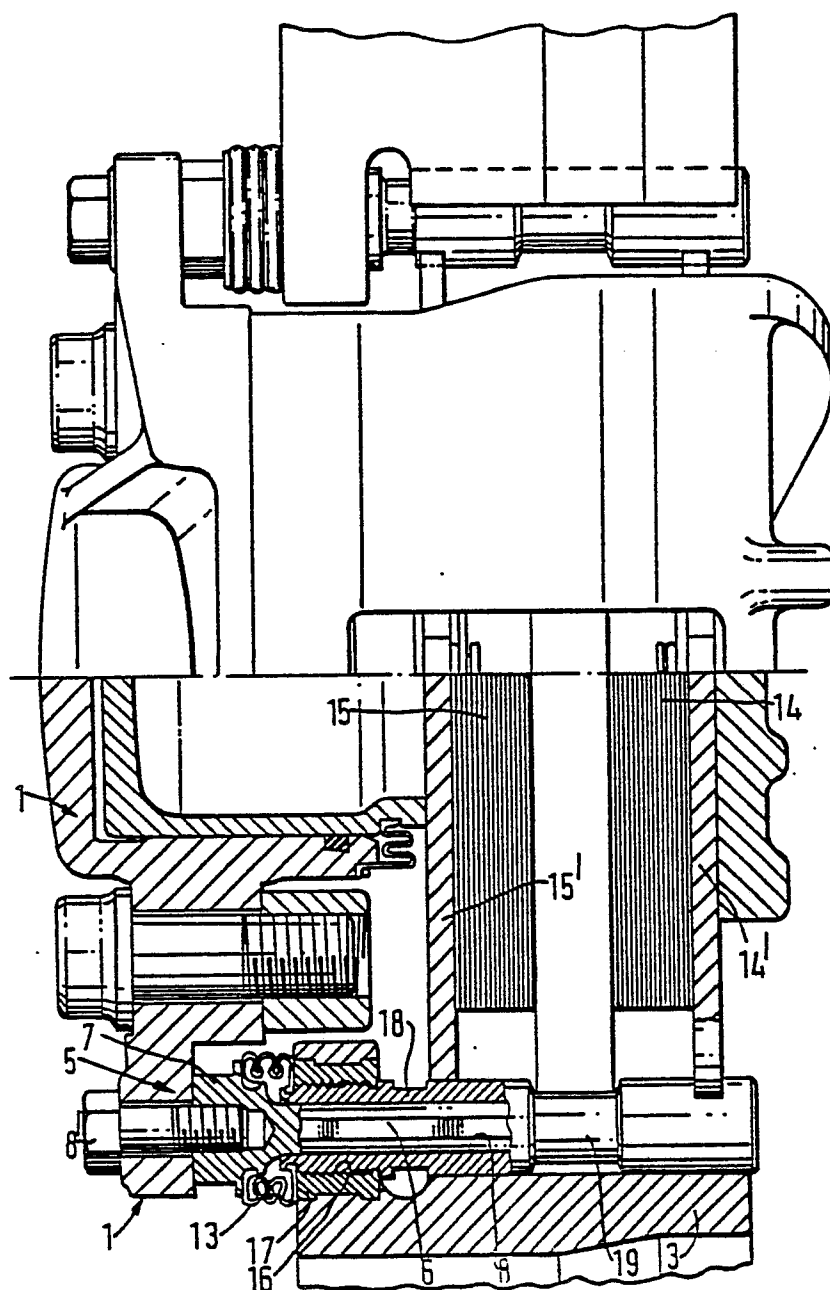


FIG. 5.